

IN THE RAILROAD WORLD

ELIMINATING THE
DEADLY RAILROAD
GRADE CROSSINGMUNICIPALITIES OF NEW YORK
AIDING TRANSPORTATION
LINES IN THEIR REMOVAL

PLAN BETTER PROTECTION

Where They Cannot Be Abolished Altogether, Arrangements Are Made to Do Away as Far as Possible With All Risk—Big Reduction Already Made in Their Number.

Although the advent of the automobile has attracted public attention in a most tragical manner to the peril of railroad grade crossings, the loss of life among the users of automobiles represents only a certain proportion of the annual number of fatalities due to this cause. The time will come when our increasing regard for the sanctity of human life will lead, either to a total abolition of crossings at grades, or to such an ample protection as will place the responsibility for accidents of this character almost entirely upon the highway traffic, whether pedestrian or vehicular, says the Scientific American.

There are at the present time in New York 10,544 points at which railroad tracks encounter public highways, and at 1,698 of these points the crossings at grade have been removed. The protected crossings number altogether 3,676, distributed among the following railroads according to the following percentages. Long Island railroad, 51; New York Central, 43; Delaware, Lackawanna & Western, 42; Erie, 31; Delaware & Hudson, 30; New York, Ontario & Western, 30; Lehigh Valley, 20.

During the last five years the different railroads, with the assistance of the state and municipalities, have been actively engaged in reducing the number of grade crossings on their lines by either elevating or depressing the tracks. These grade crossings have been reduced in certain percentages of the total from 22 on the Long Island railroad down to 10 on the Delaware & Hudson railroad.

The work outlined by the Long Island Railroad company includes the removal of 14 grade crossings on the line to Manhattan Beach, 45 grade crossings on the Bay Ridge line, the elimination of some very dangerous crossings on 14 streets by the construction of a tunnel under East New York Hill, and the removal of some 203 grade crossings in Queensboro. During the last legislature a bill authorizing the city to share the expense of removing these last-named crossings failed of passage; indeed, for the first time in many years, the legislature at its last session failed

to make any appropriation for continuing the work of grade crossing removal in this state. Up to the present time, the Long Island railroad has spent \$12,500,000 in improvements involving grade-crossing elimination, while the city's share in the improvements involved the expenditure of \$3,750,000. The company is prepared to spend an additional \$6,000,000 in getting rid of the 203 crossings at grade in Queensboro, provided the city continues its former policy of contributing one-half of the expense.

Grade-crossing removal not merely eliminates a most serious menace to public safety, but the elevation of the tracks results in a quickening and all-round improvement of the train service.

RAILROAD NOTES—

Engineer Clarence C. Roberts is out of the cab for a few trips.

Fireman A. G. Fields will pay a visit to his former home in Indiana. Three soldier trains from the west were scheduled to pass through here today.

Engineer Gus Peterson is indulging himself in a needed respite from daily toil.

Engineer James Rush and Fireman H. L. Thomas have been assigned to engine 1213.

Brakeman C. A. Stevenson is, off duty, resting, recuperating and threatening to go to the mountains before the season closes.

Conductor J. F. Mulhern went up to Denver yesterday, his passenger run on the south end being looked after by Conductor James Purcell.

Mark Nelson is once more doing the agreeable as day caller at the local yard office, bumping Harold Noyes back to the lantern o' nights.

Porter Knight has quit his job in Conductor R. Davidson's passenger crew, and his place has been taken willingly enough by Porter J. Shank.

Firemen A. W. Green, C. F. Spidel, J. R. McCabe, Louis Van Arsdale and J. C. Haulman left for La Junta today to undergo examinations to be engineers.

M. J. Drury, mechanical superintendent at La Junta, has been visiting the local railroad shops again and found everything up to the handle in every particular.

George B. Risinger, who has been in the railway mail service on Nos. 9 and 2 between La Junta and Albuquerque, has been transferred to a run on Nos. 1 and 8.

Harry Fouts, day ticket man in the Santa Fe passenger depot in Albuquerque, has resigned the position and accepted a clerkship in the First National bank of that city.

J. K. Whiteside, traveling accountant of the mechanical department of the Santa Fe coast lines, was in Albuquerque yesterday on a short inspection trip from Los Angeles.

Brakeman John Bryant has been assigned to a limited run regularly with Conductor M. A. Brennan, who is supplying Conductor Charley Ode's run between Albuquerque and La Junta.

W. A. George, superintendent of shops for the Santa Fe at Albuquerque, has returned from Vermont and other sections of the east, where he has been enjoying a vacation of four weeks past.

Pat Walsh, the Santa Fe's general baggage agent, was en route to Topeka through here yesterday afternoon from Salt Lake City, where he attended a convention of general baggage agents.

Charles Cunningham, who has fired an engine out of Raton for several years past, but was recently transferred to Belen, has passed a successful examination and been promoted to be an engineer.

C. E. Pollock, an old time E. P. & S. W. conductor, well known to the citizens of Santa Rosa, has purchased an interest in a cigar store, billiard and pool room in El Paso, in partnership with another ex-railroader.

Conductor A. H. West, who had been visiting his daughter at Colfax, with Mrs. West, resumed his passenger run on No. 1 yesterday afternoon, relieving Conductor L. D. Leeper, who has been doing duty in his stead.

W. P. Garside, traveling freight and passenger agent for the Santa Fe, has been looking after matters in his department in this city. His headquarters are in El Paso, but his duties keep him on the road almost continually.

Fifteen conductors and one engineer, employees of the Colorado & Southern and Santa Fe roads, have recently been discharged through evidence to defraud the companies obtained by secret service operatives for those railroad companies. The plan adopted was to raise checks to a higher denomination. Most of those discharged were working on the Pueblo division, where the Colorado & Southern and Santa Fe operate un-

der a joint trackage agreement. The men are said to have secured from \$100 to \$1,000 each on fraudulent pay checks, issued to them by a time keeper on the Pueblo division. The men are accused of turning in overtime which really did not exist.

Engineer of Tests E. W. Thomas of the Santa Fe, and T. E. Laydon, his assistant, together with C. C. Farmer, F. W. Ainsworth and J. Simpson, are the three air experts from the Westinghouse factory who have been demonstrating with air on the Glorieta mountain. The object of this test is to show the great necessity of perfect air, and what large trains can be handled over the Glorieta and Raton mountains when it is perfected.

The trans-continental speed war for mail control, precipitated by the Santa Fe when it offered the postoffice department a train that would reduce the time from Chicago to the coast at least ten hours, has assumed an interesting new phase. This development is that the Southern Pacific has determined to put on a seven-coach, all-steel mail train, with Atlantic compound locomotives, between San Francisco and Chicago. The operating department of the Southern Pacific, through the office of Assistant General Manager Calvin, the Oregon Short Line, W. H. Bancroft, of Salt Lake, and the Union Pacific, A. L. Mohler, of Omaha, are figuring out a schedule that is to reduce the running time fourteen hours. The train will be known as the Pacific coast fast mail.

SANTA FE'S NEW MAIL
TRAIN TO USE CUT-OFF

According to Chief Clerk D. E. Barnes, of the railway mail service, with headquarters at Wichita, Kansas, the new fast mail train that the Santa Fe railway is to put on between Chicago and the Pacific coast, will use the Belen cut-off with a view to saving time and avoiding the steep mountain grades in New Mexico. In speaking of this new fast mail train, destined to be by far the swiftest one between the Windy City and the Pacific coast, Mr. Barnes in an interview in the Wichita Eagle, says:

"I am informed that the new train to be run out of Chicago to the Pacific coast on the Santa Fe railroad is to make faster time than any other train now making the cross-country trip. It will be primarily a mail and express train, but will carry one or two sleepers, and possibly a day coach. Every mile of rail that it is possible to save has been figured out and by running over the Kansas cut-off at Emporia and thence over the main line to Florence and down through El Dorado and Augusta to Mulvane, the railroad company hopes to save seven miles or about ten minutes between Chicago. Of course this means the fast Santa Fe train will never reach Wichita, although they will probably stop at Mulvane to pick up mail and express forwarded from here.

"The train will leave Chicago in the evening and will arrive in Kansas City about 9:30 o'clock, leaving that city again at 10 o'clock. After leaving Mulvane it will continue down over the Amarillo line and over the Belen cut-off west of Belen, N. M., and thence onto the main line of the Santa Fe. A good many miles of useless travel will be saved and the grades in the Glorieta mountains, and those at Raton will be avoided. The highest elevation the train will reach will be at Mountainair, which is 6,460 feet above the level of the sea. It is quite likely the train will be scheduled to run forty miles per hour throughout the distance, and I am sure this will be easily accomplished. A few days since I traveled over a part of the line in New Mexico, and timed the train for a number of miles. I was surprised to find that it traveled at an average speed of forty-seven miles per hour with but little difficulty."

There are twenty-three railway mail clerks, all but one of whom reside in Wichita, who are awaiting the announcement of the new train with keen interest, for they are at present engaged upon the trains carrying the mails from Kansas City to Albuquerque. The Wichita division of the mail service is now running double daily service to Amarillo and single daily service from that place to Albuquerque, the end of the division. It is quite probable the new Santa Fe train will displace one of those now running out of Wichita.

Lois of highway robberies are pulled out under the guise of financing.

Telephone your news items to The Optic, Phone Main 2.

SANTA FE MAN THINKS
DAUGHTER WAS MURDERED

Pueblo, Colo., Sept. 13.—With statements to the effect that he believes his daughter was the victim of circumstances which have not been brought to light, and that Otto Hudson is indirectly responsible for her death, David Hoover, father of Miss Maggie Hoover, who died in this city last Friday morning under peculiar circumstances, arrived Saturday afternoon from his home in Santa Fe, N. M. His assertions resulted in a small sensation, about the Hoover home on Mechanic street, and although Hoover is said to have been absent from home for about six years, and to have known nothing concerning the causes which led up to the girl's untimely end, Chief of Police Sullivan and Detective Daly were called to investigate the case.

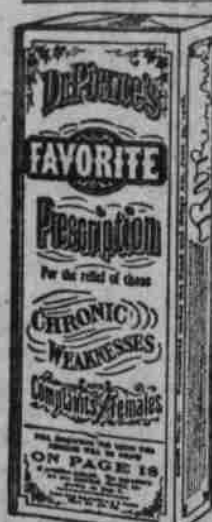
To them the idea of Mr. Hoover was expressed in no uncertain terms, and he declared his intention of placing the matter in the hands of District Attorney Davidson. He admits that he has not been in or about Pueblo for a long time preceding the death of his daughter, and knows nothing of the real conditions, but declares that he has learned enough to arouse his suspicions.

Opposed to him in the effort to cause trouble over the girl's death, are her mother, Mrs. Clara Hoover, former police matron, and her brother, Frank Hoover, of the fire department. Mrs. Hoover was in the house at the time the poison was taken by

the girl and still maintains that it was not even a case of suicide. Both the mother and brother of the girl are supporting Hudson in every way, and all three called upon District Attorney Davidson yesterday afternoon. They are understood to have presented the true circumstances of the case to him, and to have contradicted any statements which Mr. Hoover may have made in regard to the affair.

Both Mrs. Hoover and Frank declare that Hudson is heartbroken as a result of Miss Hoover's death. They say he has left the Hoover home but once since the death, and that he has not eaten a bite for three days. He denies absolutely having had anything to do with her death, and still maintains that he does not believe that she intended to kill herself. Hudson accompanied Mrs. Hoover to the office of District Attorney Davidson where he is said to have made a clear statement of the entire affair. No warrants for Hudson's arrest have been secured by Mr. Hoover and will not be unless far more evidence than has already been presented to the district attorney be held by Coroner McDonnell who says that it was a plain case of suicide, and but for Mr. Hoover, the affair would now be forgotten.

Hoover claims to have entertained his daughter in his Santa Fe home four months ago and at that time she was extremely happy and contented. He claims to have sent money home on several occasions and that one time the money order came back to him not cashed.



Honored by Women

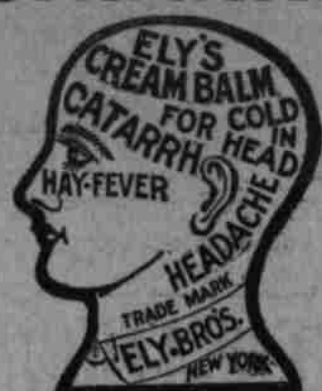
When a woman speaks of her silent secret suffering she trusts you. Millions have bestowed this mark of confidence on Dr. R. V. Pierce, of Buffalo, N. Y. Everywhere there are women who bear witness to the wonderful, curing-power of Dr. Pierce's Favorite Prescription—which saves the suffering woman from pain, and successfully grapples with woman's weaknesses and stubborn ills.

IT MAKES WEAK WOMEN STRONG
IT MAKES SICK WOMEN WELL.

No woman's appeal was ever misdirected or her confidence misplaced when she wrote for advice, to the WORLD'S DISPENSARY MEDICAL ASSOCIATION, Dr. R. V. Pierce, President, Buffalo, N. Y.

Dr. Pierce's Pleasant Pellets induce mild natural bowel movement once a day.

CATARRH



ELY'S CREAM BALM

Sure to Give Satisfaction.
GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size, 50 cents at Druggists or by mail. "Liquid Cream Balm for use in atomizers, 75 cents."

ELY BROTHERS, 56 Warren St., New York.

Mr. Newlywed was helping his wife into one of her new Paris gowns. "Darling, do you think we shall know each other in heaven?" asked Mrs. Newlywed. "Not if the angels' dresses button up the back," replied Mr. Newlywed, stifling his profanity.

The Best Of All

The most delicious of all breakfast foods, TOASTED RICE FLAKES. A big package at the grocer's for 10 cents.

A man seldom appreciates peace until he has fought for it.

A Hurry Up Call

Quick! Mr. Druggist—Quick!—A box of Buckle's Arnica Salve—Here's a quarter—For the love of Moses, hurry! Baby's burned himself, terribly—Johnnie cut his foot with the axe—Mamie's scalded—Pa can't walk from plies—Billie has boils—and my corns ache. She got it and soon cured all the family. Its the greatest healer on earth. Sold by all druggists.

Most hearts are willing, but many pocket books are weak.

Good for Biliousness.

"I took two of Chamberlain's Stomach and Liver Tablets last night, and I feel fifty per cent better than I have for weeks," says J. J. Firestone of Allegan, Mich. "They are certainly a fine article for biliousness." For sale by all dealers. Samples free.

New-Mexico's
Lightest Most
Modern Store

Rosenwald's
— ESTABLISHED 1862 —

11,000
Sq. Feet of
Floor Space

Pretty Creations in Suits and Dresses
for Fall and Winter Wear.

IF YOU have been planing to wear your last Winter's Suit again this Season, you won't when you see the new ones. It has been a long time since there has been such a radical change of styles from one season to another. The coats are longer and closer fitting, with much narrower sleeves. The skirts are wider, and in most models plaited—either all around or in side panels—with panel effects in front. And the trimmings are as different and new as can be, braids and jet buttons being the most in evidence. In short, the new styles are new in every sense of the word and no season's styles have been more attractive. Our line consists of the most popular models from the largest manufacturers of the country, in all the best shades and fabrics. All coat linings guaranteed for two seasons and prices lower than any house in the Southwest.

The most popular garments of the Season.

One-Piece Dresses in the
Moyen Age Models.

The popular garments are perfect fitting to a trifle below the hips with a pleated skirt from that point. Some have front panel effects while others are heavily braided. They come in all the desirable colors in Taffeta, Cashmere, Prunella, Broadcloth and Silk Eolienne. Prices range from \$30.00 down to \$14.00.

Desireable Fall Waists
Temptingly Priced.

The new waist styles are especially attractive this Fall. White and corn nets are the favorites with black Taffeta a close second. These come in a variety of styles, trimmed in tucks, cords, braids and jets. Prices range from \$4.00 up to \$25.00. The novelty of this season is the

Jersey Waist

made from a silk fabric similar to, but a little heavier than, silk glove fabric. These are close fitting and made in plaited models, black only.

Very nifty and dressy are the
New Models in Fall
Coats.

The long coat effects in Suits naturally results in the heavier garments being extremely long, ranging from 48 inches to 56 inches. As in Suits, the rougher materials have first place, although the Broadcloths and similar weaves are in much demand. Tight fitting, severely tailored effects are extremely good, while semi-fitted garments are also meeting with much favor.

Braids and jets are the favorite trimmings with silk extensively used in some models. Prices range from \$8.50 to \$50.00.

Many Rich, Nobby Effects in Fall Dress Goods.

Styles in piece-goods this Season are away from the smooth Satin effects of the past Season's, more toward the heavier, rough material such as Cheviots, Worsted, Diagonals, Chevrons and Serges. These make up much richer and more dressy than the lighter weight fabrics. Broadcloths and Prunellas are still much in demand for the finer more elaborate gowns, and come in all the new shades for Fall. Cheviot Serges are very popular and extremely serviceable, being designed especially for hard, rough usage. The Chevron effects are serviceable and also very dressy, having a richness peculiarly their own. At our dress goods counter you will find an excellent variety of all these fabrics. Also a glib line of the more staple weaves, with trimming of newest designs to match.

How About Your Fall Shoes?

With new suits and dresses you will want new Shoes. As in other lines, styles in shoes change with each Season. This Fall the vamps are extremely short with narrow box toe effects. Patent leather with suede tops and all Suede in a good shade of grey are the favorites. Our stock is complete with a large assortment of styles and qualities of the newest, most favored lasts. If you would insure shoe comfort style and quality let us supply your footwear.

AFTER
SUFFERING
TEN YEARS

Cured by Lydia E. Pinkham's Vegetable Compound
MARLTON, N. J.—I feel that Lydia E. Pinkham's Vegetable Compound has given me new life.

I suffered for ten years with serious female troubles, inflammation, ulceration, indigestion, nervousness, and could not sleep. Doctors gave me up, as they said my troubles were chronic. I was in despair, and did not care whether I lived or died, when I read about Lydia E. Pinkham's Vegetable Compound; so I began to take it, and an well again and relieved of all my suffering."

—Mrs. GEORGE JOHNS, Box 40, Marlton, N. J. Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotics or harmful drugs, and to-day holds the record for the largest number of actual cures of female diseases we know of, and thousands of voluntary testimonials are on file in the Pinkham laboratory at Lynn, Mass., from women who have been cured from almost every form of female complaints, inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, irregularities, and nervous prostration. Every suffering woman owes it to herself to give Lydia E. Pinkham's Vegetable Compound a trial.

If you would like special advice about your case write a confidential letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and always helpful.